

CITY OF LOS ANGELES  
OFFICE OF THE CITY CLERK  
ROOM 395, CITY HALL  
LOS ANGELES, CALIFORNIA 90012  
CALIFORNIA ENVIRONMENTAL QUALITY ACT  
**PROPOSED MITIGATED NEGATIVE DECLARATION**

<b>LEAD CITY AGENCY</b> City of Los Angeles	<b>COUNCIL DISTRICT</b> 11		
<b>PROJECT TITLE</b> ENV-2011-1924-MND	<b>CASE NO.</b> CPC-2011-1923-CU-SPR		
<b>PROJECT LOCATION</b> 1905, 1911, & 1915 South Armacost Avenue			
<b>PROJECT DESCRIPTION</b> A request for a Conditional Use Permit and Site Plan Review to operate a charter school serving grades 6 through 12 in the M2-1 Zone. The applicant (New West Charter Middle School, Inc.) would convert the existing one-story, 49,885 square-foot warehouse structure into a school with 28 classrooms, a library, music room, faculty space, administrative offices, student common areas, and ancillary space to serve a maximum enrollment of 875 students with a staff of 34 full-time teachers/staff, and four part-time physical education coaches. Hours of operation will be from 7:00 a.m. to 3:45 p.m., Monday through Friday, including drop-off/pick-up hours.			
<b>NAME AND ADDRESS OF APPLICANT IF OTHER THAN CITY AGENCY</b> New West Charter Middle School, Inc. 11625 Pico Boulevard Los Angeles, CA 90064			
<b>FINDING:</b> The City Planning Department of the City of Los Angeles has Proposed that a mitigated negative declaration be adopted for this project because the mitigation measure(s) outlined on the attached page(s) will reduce any potential significant adverse effects to a level of insignificance <div style="text-align: center;">(CONTINUED ON PAGE 2)</div>			
SEE ATTACHED SHEET(S) FOR ANY MITIGATION MEASURES IMPOSED.			
Any written comments received during the public review period are attached together with the response of the Lead City Agency. The project decision-maker may adopt the mitigated negative declaration, amend it, or require preparation of an EIR. Any changes made should be supported by substantial evidence in the record and appropriate findings made.			
THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.			
<b>NAME OF PERSON PREPARING THIS FORM</b>  LUCIRALIA IBARRA	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 50%; vertical-align: top;"> <b>TITLE</b>             City Planning Associate         </td> <td style="width: 50%; vertical-align: top;"> <b>TELEPHONE NUMBER</b>             (213) 978-1378         </td> </tr> </table>	<b>TITLE</b>  City Planning Associate	<b>TELEPHONE NUMBER</b>  (213) 978-1378
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<b>ADDRESS</b>  200 N. SPRING STREET, 7th FLOOR LOS ANGELES, CA. 90012	<table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <td style="width: 60%; vertical-align: top;"> <b>SIGNATURE (Official)</b>    </td> <td style="width: 40%; vertical-align: top;"> <b>DATE</b>             11/09/2011         </td> </tr> </table>	<b>SIGNATURE (Official)</b>  	<b>DATE</b>  11/09/2011
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**I-90. Aesthetics (Vandalism)**

- Environmental impacts may result from project implementation due to graffiti and accumulation of rubbish and debris along the wall(s) adjacent to public rights-of-way. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Every building, structure, or portion thereof, shall be maintained in a safe and sanitary condition and good repair, and free from, debris, rubbish, garbage, trash, overgrown vegetation or other similar material, pursuant to Municipal Code Section 91.8104.
- The exterior of all buildings and fences shall be free from graffiti when such graffiti is visible from a street or alley, pursuant to Municipal Code Section 91.8104.15.

**I-100. Aesthetics (Signage)**

- Environmental impacts may result from project implementation due to on-site signage in excess of that allowed under the Los Angeles Municipal Code Section 91.6205. However, the potential impact will be mitigated to a less than significant level by the following measures:
- On-site signs shall be limited to the maximum allowable under the Municipal Code.
- Multiple temporary signs in store windows and along building walls are not permitted.

**I-120. Aesthetics (Light)**

- Environmental impacts to the adjacent residential properties may result due to excessive illumination on the project site. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- Outdoor lighting shall be designed and installed with shielding, such that the light source cannot be seen from adjacent residential properties or the public right-of-way.

**I-130. Aesthetics (Glare)**

- Environmental impacts to adjacent residential properties may result from glare from the proposed project. However, the potential impacts will be mitigated to a less than significant level by the following measure:
- The exterior of the proposed structure shall be constructed of materials such as, but not limited to, high-performance and/or non-reflective tinted glass (no mirror-like tints or films) and pre-cast concrete or fabricated wall surfaces to minimize glare and reflected heat.

**III-50. Air Pollution (Stationary)**

- Adverse impacts upon future occupants may result from the project implementation due to existing diminished ambient air pollution levels in the project vicinity. However, this impact can be mitigated to a less than significant level by the following measure:
- An air filtration system shall be installed and maintained with filters meeting or exceeding the ASHRAE Standard 52.2 Minimum Efficiency Reporting Value (MERV) of 12, to the satisfaction of the Department of Building and Safety.

**VII-10. Green House Gas Emissions**

- The project will result in impacts resulting in increased green house gas emissions. However, the impact can be reduced to a less than significant level through compliance with the following measure(s):
- Only low- and non-VOC-containing paints, sealants, adhesives, and solvents shall be utilized in the construction of the project.

**X-60. Land Use/Planning**

- The project will result in land use and/or planning impact(s). However, the impact(s) can be reduced to a less than significant level through compliance with the following measure(s):
- Secure approval of ZA-2011-1130-MCUP or revise project accordingly.

**XII-20. Increased Noise Levels (Demolition, Grading, and Construction Activities)**

- The project shall comply with the City of Los Angeles Noise Ordinance No. 144,331 and 161,574, and any subsequent ordinances, which prohibit the emission or creation of noise beyond certain levels at adjacent uses unless technically infeasible.
- Construction and demolition shall be restricted to the hours of 7:00 am to 6:00 pm Monday through Friday, and 8:00 am to 6:00 pm on Saturday.
- Demolition and construction activities shall be scheduled so as to avoid operating several pieces of equipment simultaneously, which causes high noise levels.
- The project contractor shall use power construction equipment with state-of-the-art noise shielding and muffling devices.



**XII-90. Increased Noise Levels (Public Address and Paging System)**

- Environmental impacts to the adjacent residential properties may result due to outdoor public address or paging systems on the site. However, these impacts will be mitigated to a less than significant level by the following measures:
- Any outdoor address or paging systems shall be designed by a qualified audio sound engineer with the following minimum specifications.
- Only low-pressure type speakers shall be used which are designed to have a minimum coverage area of approximately 400 square feet each.
- Distance between speakers shall not exceed 40 feet.
- Amplified signals shall be inaudible beyond the boundaries of the subject property.

**XIV-30. Public Services (Police)**

- Environmental impacts may result from project implementation due to the location of the project in an area having marginal police services. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The plans shall incorporate the design guidelines relative to security, semi-public and private spaces, which may include but not be limited to access control to building, secured parking facilities, walls/fences with key systems, well-illuminated public and semi-public space designed with a minimum of dead space to eliminate areas of concealment, location of toilet facilities or building entrances in high-foot traffic areas, and provision of security guard patrol throughout the project site if needed. Please refer to "Design Out Crime Guidelines: Crime Prevention Through Environmental Design", published by the Los Angeles Police Department. Contact the Community Relations Division, located at 100 W. 1st Street, #250, Los Angeles, CA 90012; (213) 486-6000. These measures shall be approved by the Police Department prior to the issuance of building permits.

**XVI-10. Increased Vehicle Trips/Congestion**

- An adverse impact may result from the project's traffic generation. An investigation and analysis conducted by the Department of Transportation has identified significant project-related traffic impacts which can be mitigated to less than significant level by the following measure:
- Implementing measure(s) detailed in said Department's communication to the Planning Department dated \_\_\_\_\_ and attached shall be complied with. Such report and mitigation measure(s) are incorporated herein by reference.
- DOT Memo dated October 6, 2010.

**XVI-20. Increased Vehicle Trips/Congestion (West Side Traffic Fee)**

- Environmental impacts may result from project implementation due to additional traffic generated in an area with an inadequate circulation system. However, this potential impact will be mitigated to a less than significant level by the following measure:
- The applicant shall pay a trip fee, as required by the Department of Transportation (DOT), to a DOT fund for financing regional and local transportation improvements.

**XVII-60. Utilities (Local Water Supplies - Restaurant, Bar, or Nightclub)**

- Environmental impacts may result from project implementation due to the cumulative increase in demand on the City's water supplies. However, this potential impact will be mitigated to a less than significant level by the following measures:
- Install/retrofit high-efficiency toilets (maximum 1.28 gpf), including dual-flush water closets, and high-efficiency urinals (maximum 0.5 gpf), including no-flush or waterless urinals, in all restrooms as appropriate.
- Install/retrofit restroom faucets with a maximum flow rate of 1.5 gallons per minute.
- Install/retrofit and utilize only restroom faucets of a self-closing design.
- Install and utilize only high-efficiency Energy Star-rated dishwashers in the project, if proposed to be provided. If such appliance is to be furnished by a tenant, this requirement shall be incorporated into the lease agreement, and the applicant shall be responsible for ensuring compliance.
- Single-pass cooling equipment shall be strictly prohibited from use. Prohibition of such equipment shall be indicated on the building plans and incorporated into tenant lease agreements. (Single-pass cooling refers to the use of potable water to extract heat from process equipment, e.g. vacuum pump, ice machines, by passing the water through equipment and discharging the heated water to the sanitary wastewater system.)

**VII-90. Utilities (Solid Waste Recycling)**

- Environmental impacts may result from project implementation due to the creation of additional solid waste. However, this potential impact will be mitigated to a less than significant level by the following measure:

- **(Operational)** Recycling bins shall be provided at appropriate locations to promote recycling of paper, metal, glass, and other recyclable material. These bins shall be emptied and recycled accordingly as a part of the project's regular solid waste disposal program.

**XVIII-10. Cumulative Impacts**

- There may be environmental impacts which are individually limited, but significant when viewed in connection with the effects of past projects, other current projects, and probable future projects. However, these cumulative impacts will be mitigated to a less than significant level through compliance with the above mitigation measures.

**XVIII-30. End**

- The conditions outlined in this proposed mitigated negative declaration which are not already required by law shall be required as condition(s) of approval by the decision-making body except as noted on the face page of this document. Therefore, it is concluded that no significant impacts are apparent which might result from this project's implementation.



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ROOM 395, CITY HALL  
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**CALIFORNIA ENVIRONMENTAL QUALITY ACT**  
**INITIAL STUDY**  
**and CHECKLIST**  
(CEQA Guidelines Section 15063)

<b>LEAD CITY AGENCY:</b> City of Los Angeles	<b>COUNCIL DISTRICT:</b> CD 11 - BILL ROSENDAHL	<b>DATE:</b> 08/12/2011
<b>RESPONSIBLE AGENCIES:</b> Department of City Planning		
<b>ENVIRONMENTAL CASE:</b> ENV-2011-1924-MND	<b>RELATED CASES:</b> CPC-2011-1923-CU-SPR	
<b>PREVIOUS ACTIONS CASE NO.:</b>	<input type="checkbox"/> Does have significant changes from previous actions. <input checked="" type="checkbox"/> Does NOT have significant changes from previous actions.	
<b>PROJECT DESCRIPTION:</b> CHANGE OF USE FROM AN EXISTING WAREHOUSE BUILDING TO A NEW CHARTER SCHOOL, MIDDLE AND HIGH (SERVING GRADES 6-12). PROPOSED MAXIMUM ENROLLMENT IS 875 STUDENTS, PHASED IN OVER TIME, LOCATED IN M2-1.		
<b>ENV PROJECT DESCRIPTION:</b> A request for a Conditional Use Permit and Site Plan Review to operate a charter school serving grades 6 through 12 in the M2-1 Zone. The applicant (New West Charter Middle School, Inc.) would convert the existing one-story, 49,885 square-foot warehouse structure into a school with 28 classrooms, a library, music room, faculty space, administrative offices, student common areas, and ancillary space to serve a maximum enrollment of 875 students with a staff of 34 full-time teachers/staff, and four part-time physical education coaches. Hours of operation will be from 7:00 a.m. to 3:45 p.m., Monday through Friday, including drop-off/pick-up hours.		
<b>ENVIRONMENTAL SETTINGS:</b> The subject site is a rectangular-shaped corner lot bound by Missouri Avenue to the north and Armacost Avenue to the east. The property is zoned M2-1 with a Light Manufacturing land use designation in the West Los Angeles Community Plan area. The 70,786 square-foot site is improved with a 49,885 square-foot warehouse structure and 55 surface parking spaces. The proposed request will include the renovation of the existing improvements and the removal of two parking spaces to accommodate bicycle parking areas.  Properties to the north across Missouri Avenue are improved with single-family residences in the R1-1 Zone, properties to the east across Armacost Avenue are improved with single-family residences in the R1-1 Zone, and properties to the south and west include office, gym, and surface parking uses in the M2-1 Zone.  Missouri Avenue is a Local Street dedicated to a 60-foot width at the project's northern street frontage.  Armacost Avenue is a Local Street dedicated to a variable 60-foot width at the project site's eastern street frontage.		
<b>PROJECT LOCATION:</b> 1905, 1911, & 1915 South Armacost Avenue		
<b>COMMUNITY PLAN AREA:</b> WEST LOS ANGELES  <b>STATUS:</b>  <input checked="" type="checkbox"/> Does Conform to Plan <input type="checkbox"/> Does NOT Conform to Plan	<b>AREA PLANNING COMMISSION:</b> WEST LOS ANGELES	<b>CERTIFIED NEIGHBORHOOD COUNCIL:</b> WEST LOS ANGELES
<b>EXISTING ZONING:</b> I2-1	<b>MAX. DENSITY/INTENSITY ALLOWED BY ZONING:</b> n/a	

<b>GENERAL PLAN LAND USE:</b> Light Manufacturing	<b>MAX. DENSITY/INTENSITY ALLOWED BY PLAN DESIGNATION:</b> n/a	<b>LA River Adjacent:</b> NO
	<b>PROPOSED PROJECT DENSITY:</b> n/a	

**Determination (To Be Completed By Lead Agency)**

On the basis of this initial evaluation:

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions on the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☐ I find the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.



Signature

City Planning Associate

Title

(213) 978-1378

Phone

**Evaluation Of Environmental Impacts:**

1. A brief explanation is required for all answers except "No Impact" answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A "No Impact" answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.
4. "Negative Declaration: Less Than Significant With Mitigation Incorporated" applies where the incorporation of a mitigation measure has reduced an effect from "Potentially Significant Impact" to "Less Than Significant Impact." The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level (mitigation measures from "Earlier Analyses," as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR, or negative declaration. Section 15063 (c)(3)(D). In this case, a brief discussion should identify the following:
  - a. Earlier Analysis Used. Identify and state where they are available for review.
  - b. Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
  - c. Mitigation Measures. For effects that are "Less than Significant with Mitigation Measures Incorporated," describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.



6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting Information Sources: A sources list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
  - a. The significance criteria or threshold, if any, used to evaluate each question; and
  - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

## Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

<input checked="" type="checkbox"/> AESTHETICS <input type="checkbox"/> AGRICULTURE AND FOREST RESOURCES <input checked="" type="checkbox"/> AIR QUALITY <input type="checkbox"/> BIOLOGICAL RESOURCES <input type="checkbox"/> CULTURAL RESOURCES <input type="checkbox"/> GEOLOGY AND SOILS	<input checked="" type="checkbox"/> GREEN HOUSE GAS EMISSIONS <input type="checkbox"/> HAZARDS AND HAZARDOUS MATERIALS <input type="checkbox"/> HYDROLOGY AND WATER QUALITY <input checked="" type="checkbox"/> LAND USE AND PLANNING <input type="checkbox"/> MINERAL RESOURCES <input checked="" type="checkbox"/> NOISE	<input type="checkbox"/> POPULATION AND HOUSING <input checked="" type="checkbox"/> PUBLIC SERVICES <input type="checkbox"/> RECREATION <input checked="" type="checkbox"/> TRANSPORTATION/TRAFFIC <input checked="" type="checkbox"/> UTILITIES AND SERVICE SYSTEMS <input checked="" type="checkbox"/> MANDATORY FINDINGS OF SIGNIFICANCE
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## INITIAL STUDY CHECKLIST (To be completed by the Lead City Agency)

<b>Background</b>	
<b>PROPONENT NAME:</b> New West Charter Middle School, Inc.	<b>PHONE NUMBER:</b> (310) 231-3399
<b>APPLICANT ADDRESS:</b> 11625 Pico Boulevard Los Angeles, CA 90064	
<b>AGENCY REQUIRING CHECKLIST:</b> Department of City Planning	<b>DATE SUBMITTED:</b> 07/29/2011
<b>PROPOSAL NAME (if Applicable):</b>	

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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I. AESTHETICS				
a.	Have a substantial adverse effect on a scenic vista?			✓
b.	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?			✓
c.	Substantially degrade the existing visual character or quality of the site and its surroundings?			✓
d.	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	✓		
II. AGRICULTURE AND FOREST RESOURCES				
a.	Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to nonagricultural use?			✓
b.	Conflict with existing zoning for agricultural use, or a Williamson Act contract?			✓
c.	Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?			✓
d.	Result in the loss of forest land or conversion of forest land to non-forest use?			✓
e.	Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?			✓
III. AIR QUALITY				
a.	Conflict with or obstruct implementation of the applicable air quality plan?			✓
b.	Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓	
c.	Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓	
d.	Expose sensitive receptors to substantial pollutant concentrations?	✓		
e.	Create objectionable odors affecting a substantial number of people?			✓
IV. BIOLOGICAL RESOURCES				
a.	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?			✓
b.	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?			✓
c.	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?			✓
d.	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?			✓
e.	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓
f.	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?			✓
V. CULTURAL RESOURCES				



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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a.	Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?				✓
b.	Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?				✓
c.	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?				✓
d.	Disturb any human remains, including those interred outside of formal cemeteries?				✓

#### VI. GEOLOGY AND SOILS

a.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
b.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Strong seismic ground shaking?			✓	
c.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Seismic-related ground failure, including liquefaction?				✓
d.	Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: Landslides?				✓
e.	Result in substantial soil erosion or the loss of topsoil?				✓
f.	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?				✓
g.	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?				✓
h.	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

#### VII. GREEN HOUSE GAS EMISSIONS

a.	Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b.	Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?				✓
b.	Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?				✓
c.	Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?				✓
d.	Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				✓
e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f.	For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g.	Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?				✓

Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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h.	Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓
<b>IX. HYDROLOGY AND WATER QUALITY</b>					
a.	Violate any water quality standards or waste discharge requirements?			✓	
b.	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of preexisting nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				✓
c.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?				✓
d.	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?				✓
e.	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			✓	
f.	Otherwise substantially degrade water quality?			✓	
g.	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h.	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i.	Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				✓
j.	Inundation by seiche, tsunami, or mudflow?				✓
<b>X. LAND USE AND PLANNING</b>					
a.	Physically divide an established community?				✓
b.	Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?		✓		
c.	Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓
<b>XI. MINERAL RESOURCES</b>					
a.	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b.	Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓
<b>XII. NOISE</b>					
a.	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			✓	
b.	Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?				✓
c.	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
d.	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	



Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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e.	For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f.	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

### XIII. POPULATION AND HOUSING

a.	Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				✓
b.	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				✓
c.	Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				✓

### XIV. PUBLIC SERVICES

a.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection?			✓	
b.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Police protection?		✓		
c.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Schools?				✓
d.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Parks?				✓
e.	Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Other public facilities?				✓

### XV. RECREATION

a.	Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b.	Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

### VI. TRANSPORTATION/TRAFFIC

a.	Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?		✓		
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Potentially significant impact	Potentially significant unless mitigation incorporated	Less than significant impact	No impact
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b.	Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?		✓		
c.	Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d.	Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				✓
e.	Result in inadequate emergency access?				✓
f.	Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities supporting alternative transportation (e.g., bus turnouts, bicycle racks)?			✓	

#### XVII. UTILITIES AND SERVICE SYSTEMS

a.	Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?				✓
b.	Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
c.	Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?				✓
d.	Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e.	Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?		✓		
f.	Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g.	Comply with federal, state, and local statutes and regulations related to solid waste?		✓		

#### XVIII. MANDATORY FINDINGS OF SIGNIFICANCE

a.	Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			✓	
b.	Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?			✓	

Note: Authority cited: Sections 21083, 21083.05, Public Resources Code. Reference: Section 65088.4, Gov. Code; Sections 21080, 21083.05, 21095, Pub. Resources Code; *Eureka Citizens for Responsible Govt. v. City of Eureka* (2007) 147 Cal.App.4th 357; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th at 1109; *San Franciscans Upholding the Downtown Plan v. City and County of San Francisco* (2002) 102 Cal.App.4th 656.

DISCUSSION OF THE ENVIRONMENTAL EVALUATION (Attach additional sheets if necessary)

The Environmental Impact Assessment includes the use of official City of Los Angeles and other government source reference materials related to various environmental impact categories (e.g., Hydrology, Air Quality, Biology, Cultural Resources, etc.). The State of California, Department of Conservation, Division of Mines and Geology - Seismic Hazard Maps and reports, are used to identify potential future significant seismic events; including probable magnitudes, liquefaction, and landslide hazards. Based on applicant information provided in the Master Land Use Application and Environmental Assessment Form, impact evaluations were based on stated facts contained therein, including but not limited to, reference materials indicated above, field investigation of the project site, and any other reliable reference materials known at the time.

Project specific impacts were evaluated based on all relevant facts indicated in the Environmental Assessment Form and expressed through the applicant's project description and supportive materials. Both the Initial Study Checklist and Checklist Explanations, in conjunction with the City of Los Angeles's Adopted Thresholds Guide and CEQA Guidelines, were used to reach reasonable conclusions on environmental impacts as mandated under the California Environmental Quality Act (CEQA).

The project as identified in the project description may cause potentially significant impacts on the environment without mitigation. Therefore, this environmental analysis concludes that a Mitigated Negative Declaration shall be issued to avoid and mitigate all potential adverse impacts on the environment by the imposition of mitigation measures and/or conditions contained and expressed in this document; the environmental case file known as **ENV-2011-1924-MND** and the associated case(s), **CPC-2011-1923-CU-SPR**. Finally, based on the fact that these impacts can be feasibly mitigated to less than significant, and based on the findings and thresholds for Mandatory Findings of Significance as described in the California Environmental Quality Act, section 15065, the overall project impact(s) on the environment (after mitigation) will not:

- Substantially degrade environmental quality.
- Substantially reduce fish or wildlife habitat.
- Cause a fish or wildlife habitat to drop below self sustaining levels.
- Threaten to eliminate a plant or animal community.
- Reduce number, or restrict range of a rare, threatened, or endangered species.
- Eliminate important examples of major periods of California history or prehistory.
- Achieve short-term goals to the disadvantage of long-term goals.
- Result in environmental effects that are individually limited but cumulatively considerable.
- Result in environmental effects that will cause substantial adverse effects on human beings.

ADDITIONAL INFORMATION:

All supporting documents and references are contained in the Environmental Case File referenced above and may be viewed in the EIR Unit, Room 763, City Hall.

For City information, addresses and phone numbers: visit the City's website at <http://www.lacity.org> ; City Planning - and Zoning Information Mapping Automated System (ZIMAS) [cityplanning.lacity.org/](http://cityplanning.lacity.org/) or EIR Unit, City Hall, 200 N Spring Street, Room 763. Seismic Hazard Maps - <http://gmw.consrv.ca.gov/shmp/> Engineering/Infrastructure/Topographic Maps/Parcel Information - <http://boemaps.eng.ci.la.ca.us/index01.htm> or City's main website under the heading "Navigate LA".

PREPARED BY:	TITLE:	TELEPHONE NO.:	DATE:
UCIRALIA IBARRA	City Planning Associate	(213) 978-1378	10/07/2011

Impact?	Explanation	Mitigation Measures
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## APPENDIX A: ENVIRONMENTAL IMPACTS EXPLANATION TABLE

I. AESTHETICS		
a.	NO IMPACT	The proposed request involves the conversion of an existing warehouse to a charter school. The property is not located on a designated Scenic Highway and is not identified as having a publicly recognized scenic vista. The proposed request will not interfere with any views at the site and no impact should result.
b.	NO IMPACT	The proposed request to operate a charter school within an existing structure will not damage any scenic resources as none exist on the site. No new construction or expansion of the improvements is proposed. The subject site is not located within a city-designated scenic highway and minimal changes would be made to the baseline or background conditions would remain the same. Therefore, the proposed project would not cause any impacts to any scenic resources or city-designated scenic highway.
c.	NO IMPACT	The proposed request involves the conversion of an existing warehouse to a charter school. No impacts to the visual character of the site are anticipated.
d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The proposed conversion of the existing improvements into a charter school will not result in a significant increase in light or glare impacts. However, the applicant will be required to shield any additional light and/or glare sources and remove graffiti promptly to mitigate blight impacts to a less than significant level.</b>
I-90, I-100, I-120, I-130		
II. AGRICULTURE AND FOREST RESOURCES		
a.	NO IMPACT	The project site is not utilized for agricultural land uses and is zoned M2-1. The site is presently developed with a warehouse and surface parking, and the area is primarily comprised of commercial and single-family uses. There will be no impact.
b.	NO IMPACT	The project site is zoned M2-1 and does not contain any farmland.



Impact?	Explanation	Mitigation Measures
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c.	NO IMPACT	The project site is not located on forest land and is not adjacent to any farmland. Therefore, the proposed school would not result in any conversion of farmland or cause changes to a farmland.	
d.	NO IMPACT	The project site is not located on forest land and is not adjacent to any farmland. Therefore, the proposed school would not result in any conversion of farmland or cause changes to a farmland.	
e.	NO IMPACT	The project site is not located on farmland and is not adjacent to any farmland. Therefore, the proposed school would not result in any conversion of farmland or cause changes to a farmland.	

### III. AIR QUALITY

a.	NO IMPACT	The proposed conversion of the existing warehouse would not conflict with or obstruct the implementation of the SCAQMD or congestion management plan, as the tenant improvements would not involve emissions of particulate matter, volatile organic compounds, carbon monoxide or other substantial air emissions at a significant level.	
b.	LESS THAN SIGNIFICANT IMPACT	The applicant intends to occupy the existing improvements. The conversion of the existing warehouse to school use is not likely to create new sources of emissions or any air pollutants and therefore, would not contribute substantially to an existing or projected air quality violation.	
c.	LESS THAN SIGNIFICANT IMPACT	The project may result in direct emissions of greenhouse gases due to fuel combustion from motor vehicles, and building and heating systems associated with the use and could potentially contribute to the global greenhouse gases inventory. A project's consistency with the implementing programs and regulations to achieve the statewide greenhouse gas emission reduction goals established under AB 32 cannot be evaluated explicitly because they are still under development. Nonetheless, the Climate Action Team, established by Executive Order S-3-05 has recommended strategies for implementation at the statewide level to meet the goals of the executive order. However, as this project involves the reconstruction of an existing building. The impact would be less than significant.	

Impact?	Explanation	Mitigation Measures
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d.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The operational impacts to employees and customers of the building will be mitigated to a less than significant level by the use of an air filtration system.	III-50
e.	NO IMPACT	The applicant proposes to operate a charter school within the existing improvements. The applicant will be required to keep all trash receptacles enclosed to minimize odor impacts to students and adjacent uses.	

#### IV. BIOLOGICAL RESOURCES

a.	NO IMPACT	The site is located within a developed area. No sensitive species are expected to be located on the site. No impact will result.	
b.	NO IMPACT	The site does not contain any riparian habitat or sensitive natural communities. No impact will result.	
c.	NO IMPACT	The site does not contain wetlands. No impact will result.	
d.	NO IMPACT	The project area is fully developed with a commercial, light industrial, and single-family structures. The site does not contain wildlife corridors. There will be no impact.	
e.	NO IMPACT	There are no protected tree species on the site and no trees are proposed to be removed as part of the proposed request.	
f.	NO IMPACT	The project site is not located in a conservation plan area or subject of any habitat conservation plans.	

#### V. CULTURAL RESOURCES

a.	NO IMPACT	The proposed request to convert a warehouse to a school use. The property has not been identified as having historic or cultural significance. As such, the proposed operation of a school at the subject site will have no impact as no demolition or additions are proposed.	
b.	NO IMPACT	The project is not located in an area of known archaeological resources. No impact would result.	
c.	NO IMPACT	The project is not located in an area of known paleontological resources. No impact would result.	
d.	NO IMPACT	No human remains are anticipated to be located at the project site. No impact would result.	

#### VI. GEOLOGY AND SOILS

a.	LESS THAN SIGNIFICANT IMPACT	The site is not located in an Alquist Priolo Zone. There will be no impact.	
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Impact?	Explanation	Mitigation Measures
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b.	LESS THAN SIGNIFICANT IMPACT	The subject property is subject to strong seismic shaking; however, no new construction or demolition is proposed. No impact would result.	
c.	NO IMPACT	The subject site is not located in a liquefaction area.	
d.	NO IMPACT	The subject site is level and not susceptible to landslides. No impact would result.	
e.	NO IMPACT	No grading is proposed. As such, no impact would result.	
f.	NO IMPACT	The subject site is not located in a liquefaction zone.	
g.	NO IMPACT	The project site does not contain expansive soils.	
h.	NO IMPACT	No septic tanks are proposed as part of this project. No impact would result.	

#### VII. GREEN HOUSE GAS EMISSIONS

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The proposed operation of a charter school at the site is not anticipated to significantly increase the emission of green house gases (GHG). However, mitigation measures have been incorporated to reduce the pollution impacts to a less than significant level. In addition to these measures, other measures have been incorporated throughout the document to enhance building efficiencies, improve waste recycling, improve water conservation, among others. The State of California has required that GHG emissions must be reduced to 1990 levels by 2020.	VII-10 See III-50.
b.	LESS THAN SIGNIFICANT IMPACT.	Presently, the State, regional agencies, and local governments, including the City of Los Angeles, are developing methodologies and inventories for quantifying GHG emissions and evaluating various strategies and mitigation measures to determine the most effective course of action to meet the State goals as set forth under AB32. However, at this time, no thresholds have been adopted.	

#### VIII. HAZARDS AND HAZARDOUS MATERIALS

a.	NO IMPACT	No hazardous materials are proposed to be routinely transported, used or disposed of as part of this project. There will be no impact.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	The proposed request involves the operation of a charter school in a former warehouse. No new construction is proposed. As such, the intentional or accidental release of hazardous materials is not anticipated to result.	
c.	NO IMPACT	The site is not located near a school. Nevertheless, no hazardous materials are to be housed, transported, or emitted during the operation of the proposed school.	
d.	NO IMPACT	The site is not located on a hazardous-materials list. No impact would result.	
e.	NO IMPACT	The site is not located within an airport land use plan. No impact should result.	
f.	NO IMPACT	The site is not located within a private airstrip. The project would not result in a safety hazard for people residing or working in the area.	
g.	NO IMPACT	The subject project would not interfere with any emergency response or evacuation plan. However, the Fire Department will review the project to ensure that it does not interfere with any emergency response or evacuation plan. Impacts will be less than significant.	
h.	NO IMPACT	The project site is not in an area of wildland fires.	

#### IX. HYDROLOGY AND WATER QUALITY

a.	LESS THAN SIGNIFICANT IMPACT	The proposed request to operate a charter school in the M2-1 Zone is not anticipated to violate any water quality or waste discharge requirements. Also, stormwater best management practices shall be implemented to ensure that pollution levels in stormwater discharge will comply with applicable water quality standards. The impact will be less than significant.	
b.	NO IMPACT	The proposed project is not anticipated to deplete groundwater supplies or interfere with groundwater recharge. The project will continue to be supplied with water by LADWP. The impact will be less than significant.	
c.	NO IMPACT	The project site does not contain a stream or river. However, the site currently drains into the existing storm drain as will the proposed project. No impact will result.	

Impact?	Explanation	Mitigation Measures
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d.	NO IMPACT	The site is currently developed with a warehouse structure. The site is currently surrounded by commercial, industrial, and single-family structures. The operation of a charter school will not alter existing drainage of the site. There will be no impact.	
e.	LESS THAN SIGNIFICANT IMPACT	The request is to operate a charter school in the M2-1 Zone and is not anticipated to substantially degrade water quality. However, the project will be required to incorporate the attached mitigation measures to minimize impacts to a less than significant level.	
f.	LESS THAN SIGNIFICANT IMPACT	The subject site is located within flood zone 'C', an area of minimal flood hazard. No impact will result.	
g.	NO IMPACT	The subject site is not located within a flood zone. No impact will result.	
h.	NO IMPACT	The subject site is not located within a flood zone. No impact will result.	
i.	NO IMPACT	The property is not located in a potential dam inundation zone. No impact will result.	
j.	NO IMPACT	The subject property is not located within an inundation zone for seiches, tsunamis or mudflow. No impact would result.	

**X. LAND USE AND PLANNING**

a.	NO IMPACT	The request to operate a school within an existing warehouse. No new construction or expansion of the site is proposed. As such, the proposed request would not physically divide a community, and no impact will result.	
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The applicant is required to obtain approval for a conditional use to operate a charter school at the project site. The applicant will be required to comply with the mitigation measures incorporated herein to minimize impacts to a less than significant level.</b>	X-60
c.	NO IMPACT	The proposed request is to operate a charter school within an existing warehouse. The request for a Conditional Use to operate a school in the M2-1 Zone will not conflict with any applicable conservation or natural community conservation plans due to its location in a developed, urban area.	

**I. MINERAL RESOURCES**

i.	NO IMPACT	The site is not located in a known area of mineral resources. No impact is expected to result.	
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Impact?	Explanation	Mitigation Measures
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b.	NO IMPACT	The site is not located in a known area of mineral resources. No impact is expected to result.	
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## XII. NOISE

a.	LESS THAN SIGNIFICANT IMPACT	The applicant will occupy an existing warehouse in a developed area. A less than significant noise impact would result.	
b.	NO IMPACT	The project is not anticipated to result in excessive groundborne vibration for noise levels.	
c.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The applicant proposes to operate a school in an existing warehouse. No new construction is proposed, but the improvements will undergo significant renovations. Moreover, school operations will introduce additional noise not previously existing at the site. The project will be required to incorporate the following mitigation measures to reduce the impact to less than significant levels.</b>	XII-20, XII-90
d.	LESS THAN SIGNIFICANT IMPACT	The proposed operation of a charter school will occur within the existing improvements and no new construction is proposed. No new noise impacts are anticipated to result.	
e.	NO IMPACT	The subject site is not within an airport plan. No impact will result.	
f.	NO IMPACT	The project is not located within a flight plan, as such it is not anticipated to have a noise impact.	

## XIII. POPULATION AND HOUSING

a.	NO IMPACT	The proposed operation of a school will serve existing demand and would not induce population growth to the area. No impact will result.	
b.	NO IMPACT	The operation of a school will not result in the displacement of housing. There will be no impact.	
c.	NO IMPACT	The operation of a school at this site will not result in the displacement of residents.	

## XIV. PUBLIC SERVICES

a.	LESS THAN SIGNIFICANT IMPACT	The project is located in an area with adequate fire response times. Nevertheless, the project will be reviewed by the LA Fire Department to ensure adequate response times are maintained.	
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Impact?	Explanation	Mitigation Measures
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will be reviewed by the Police Department and will incorporate the following mitigation measure to ensure emergency response is not impacted.	XIV-30
c.	NO IMPACT	The project is insitutional in nature and is not anticipated to have an impact on area schools as it will meet existing demand.	
d.	NO IMPACT	The project is institutional in nature. Quimby fees will not be required.	
e.	NO IMPACT	The proposed operation of a school will will occupy existing improbements and will not require the new construction or expansion of infrastructure or other government facilities.	

#### XV. RECREATION

a.	NO IMPACT	The project will not increase the use of parks. The impact will be less than significant.	
b.	NO IMPACT	The proposed school will not result in the construction or expansion of recreational facilities. There will be no impact.	

#### XVI. TRANSPORTATION/TRAFFIC

a.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The applicant proposes to utilize existing improvements. Also, the Department of Transportation reviewed the project and determined, in a memo dated October 6, 2011, that the project will result in traffic impacts to nine intersections and recommended several improvements and conditions to reduce those impacts to less than significant levels.	XVI-10, XVI-20
b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The Department of Transportation determined that the project will result in impacts to the level of service at nine intersections in the project vicinity. The applicant is to comply with recommendations in the memo dated October 6, 2011 to reduce those impacts to a less than significant level.	XVI-10, XVI-20
c.	NO IMPACT	No change in air traffic patterns will result from the proposed project.	
d.	NO IMPACT	The applicant will use the existing improvements and the project does not include any hazardous design features. No impact would result.	
e.	NO IMPACT	The applicant will be renovating the existing improvements. No impact to emergency access would result.	

Impact?	Explanation	Mitigation Measures
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f.	LESS THAN SIGNIFICANT IMPACT	The proposed operation of a school at the site will not conflict with any alternative transportation policy. No impact will result.	
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#### **XVII. UTILITIES AND SERVICE SYSTEMS**

a.	NO IMPACT	Existing sewer lines and treatment facilities have sufficient capacity to accommodate an increase in water flows, and meet the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.	
b.	NO IMPACT	The proposed school will not require the construction of new water or wastewater treatment facilities or the expansion of existing facilities.	
c.	NO IMPACT	This project will not require the construction of new stormwater drainage facilities since the site is presently served by existing facilities. There will be no impact.	
d.	LESS THAN SIGNIFICANT IMPACT	DWP's most recent urban water management plan indicates that a sufficient water supply is expected to be available to serve projects such as that proposed. Therefore, sufficient water supplies would be available to serve the proposed project from existing entitlements and resources, and new or expanded entitlements will not be necessary.	
e.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The wastewater treatment provider can accommodate the proposed project as it will reconstruct the existing improvements. However, the applicant will be required to incorporate the attached mitigation measures to incorporate water-saving features and fixtures to the project.</b>	<b>XVII-60</b>
f.	LESS THAN SIGNIFICANT IMPACT	The local landfills have sufficient capacity to serve the project. The net increase in trash is expected to be less than significant.	
g.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	<b>The project must appropriately dispose of or recycle construction materials. Moreover, the project will be required to provide on-site recycling to reduce the amount of trash going to landfills during operation of the establishment. This will reduce the solid waste impact to a less than significant level.</b>	<b>XVII-90</b>

#### **XVIII. MANDATORY FINDINGS OF SIGNIFICANCE**

a.	LESS THAN SIGNIFICANT IMPACT	The proposed project does not result in any impacts that would cause the above.	
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Impact?	Explanation	Mitigation Measures
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b.	POTENTIALLY SIGNIFICANT UNLESS MITIGATION INCORPORATED	The project will result in environmental effects that are individually limited but cumulatively considered through the implementation of mitigation measures provided. The impact will be less than significant upon application of mitigation measures.	XVIII-10, XVIII-30
c.	LESS THAN SIGNIFICANT IMPACT	The project will not result in environmental effects that will cause substantial adverse effects on human beings through the implementation of the mitigation measures provided.	

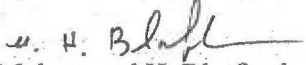


CITY OF LOS ANGELES  
INTER-DEPARTMENTAL CORRESPONDENCE

1905 Armacost Avenue  
DOT Case No. WLA 11-040

Date: October 6, 2011

To: Hadar Plafkin, City Planner  
Department of City Planning

From:   
Mohammad H. Blorfroshan, Transportation Engineer  
Department of Transportation

Subject: **INITIAL TRAFFIC ASSESSMENT FOR THE PROPOSED 875-STUDENT  
CHARTER SCHOOL PROJECT AT 1905 ARMACOST AVENUE (CITY  
PLANNING CASE NO. 2011-1924-EAF)**

The Department of Transportation (DOT) has completed the traffic assessment of the proposed 875-student charter school project located at 1905 Armacost Avenue. This traffic assessment is based on a traffic impact assessment prepared by Hirsch/Green Transportation Consulting, Inc., received by DOT on September 19, 2011. After a careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project-related impacts of the proposed development.

#### PROJECT DESCRIPTION

The proposed project consists of converting the existing 49,885 square foot vacant warehouse building to house a new 875-student charter school, including a 375-student middle school (grades 6 to 8) and a 500-student high school (grades 9 to 12), with separate arrival/dismissal times. The high school class time will be from 7:30 a.m. to 3:00 p.m. while the middle school will operate from 8:30 a.m. to 3:30 p.m. The project is anticipated to be completed and fully occupied by the year 2015, with the initial occupancy to start in Fall 2012 with approximately 575 students (450 middle school students and 125 high school students).

#### DISCUSSION AND FINDINGS

The project is expected to create a net increase of 2,170 daily trips, an increase of 814 net new a.m. peak hour trips and an increase of 508 net new p.m. peak hour trips. The trip generation estimates are based on rates from Appendix "A" of the WLA TIMP and formulas published by the Institute of Transportation Engineers (ITE) Trip Generation, 8th Edition, 2008. The attached table, **Attachment A**, lists the trip generation results.

DOT has determined that the proposed project will create significant traffic impacts at the following nine (9) intersections, as shown in the summary of volume-to-capacity (V/C) ratios and levels of service (LOS) for the study intersections (**Attachment B**):

1. Bundy Drive & La Grange Avenue
2. Bundy Drive & Olympic Boulevard
3. Bundy Drive & Pico Boulevard
4. Bundy Drive & I-10 EB On-ramp

5. Barrington Avenue & La Grange Avenue
6. Barrington Avenue & Mississippi Avenue
7. Barrington Avenue & Olympic Boulevard
8. Barrington Avenue & Pico Boulevard
9. Sawtelle Boulevard & Olympic Boulevard

In addition, the residential impact analysis revealed a significant impact at the following location, as shown in the summary of average daily traffic (ADT) volumes of the street segment studied (**Attachment C**):

1. Missouri Avenue east of Westgate Avenue

To mitigate the identified traffic impacts to a less-than-significant level, the project proposes an aggressive trip cap reduction thru the implementation of a Transportation Demand Management (TDM) program. DOT recommends that the following project requirements be adopted as conditions of project approval. These requirements must be completed and/or guaranteed before the issuance of any building permits for the proposed project.

#### **PROJECT REQUIREMENTS**

**A. Application Fee**

Pursuant to Section 4.D of the WLA TIMP, the applicant shall submit \$4,593.00 for the application/traffic study review fee. This fee was paid in full on September 20, 2011.

**B. Covenant and Agreement**

Pursuant to Section 4.B of the WLA TIMP, the owner(s) of the property must sign and record a Covenant and Agreement prior to issuance of any building permit, acknowledging the contents and limitations of this Specific Plan in a form designed to run with the land.

**C. Site Access and Internal Circulation**

This determination does not include approval of the project's driveways, internal circulation and parking scheme. Adverse traffic impacts could occur due to access and circulation issues. The applicant is advised to consult with DOT for driveway locations and specifications prior to the commencement of any architectural plans, as they may affect building design.

The project proposes that vehicular access be provided thru an ingress driveway off Armacost Avenue and an egress driveway off Missouri Avenue. During normal drop-off and pick-up periods, these driveways will be restricted to right-turn only ingress and egress. Drop-off and pick-up operations will take place strictly on-site. To improve traffic flow and enhance vehicular and pedestrian safety, the project shall consult with DOT's Western District office to determine the feasibility of installing the following traffic controls:

1. No Parking zones along the school frontages on Missouri Avenue and Armacost Avenue during school's start and dismissal times (7 AM to 9 AM & 2 PM to 4 PM).

2. All-way stop sign controls at Missouri Avenue and Armacost Avenue, and Armacost Avenue and La Grange Avenue intersections.

Final DOT approval shall be obtained prior to issuance of any building permits. This should be accomplished by submitting detailed site/driveway plans, at a scale of at least 1" = 40', separately to DOT's WLA/Coastal Development Review Section at 7166 West Manchester Avenue, Los Angeles 90045 as soon as possible but prior to submittal of building plans for plan check to the Department of Building and Safety.

In order to minimize and prevent last minute building design changes, it is highly imperative that the applicant, prior to the commencement of building or parking layout design efforts, contact DOT for driveway width and internal circulation requirements. This would ensure that such traffic flow considerations are designed and incorporated early into the building and parking layout plans to avoid any unnecessary time delays and potential costs associated with late design changes.

**D. Highway Dedication and Physical Street Improvements**

Pursuant to Section 4.E.2 of the WLA TIMP, and in order to mitigate potential access and circulation impacts, the applicant may be required to make highway dedications and improvements. The applicant shall consult the Bureau of Engineering for any additional highway dedication or street widening requirements.

These requirements must be guaranteed before the issuance of any building permit through the B-permit process of the Bureau of Engineering, Department of Public Works. They must be constructed and completed prior to the issuance of any certificate of occupancy to the satisfaction of DOT and the Bureau of Engineering.

**E. Traffic Monitoring Report and Traffic Management Plan**

In order to mitigate the projected traffic impacts to a less-than-significant level, as well as to minimize the likelihood of a vehicle queue protruding into the public roadway, DOT recommends that a traffic management & monitoring program (TMMP) be implemented to survey the actual on-site queuing and insure that sufficient queuing capacity is available on-site. If the school is unable to maintain its ingress traffic entirely on-site, enrollment should be reduced until compliance is achieved.



The TMMP should also document the school's requirement to maintain a 65% reduction in its student enrollment trips for the high school morning peak hour (7:00 a.m. to 8:00 p.m.), a 75% reduction in trips for the middle school morning peak hour (8:00 to 9:00 a.m.), and a 75% reduction in trips for the combines high school and middle school afternoon peak hour (2:45 to 3:45 p.m.), which corresponds to a trip cap of 151 trips for high school during the a.m. peak hour (7:00 to 8:00 a.m.), 90 trips for the middle school during the a.m. peak hour (8:00 to 9:00 a.m.) and 126 trips for the combined high school and middle school during the p.m. peak hour (2:45 to 3:45 p.m.), for the school at full occupancy. The school proposes to achieve these trip reductions through an aggressive Transportation Demand Management Program that would require a minimum vehicle occupancy of 3 students per vehicle for on-site student pick-up and drop-off activities (no student driver allowed).

The measurements of actual trips and monitoring shall cover the peak hours that include the school's two separate starting times and combined dismissal time, Tuesday through Thursday (excluding school holidays), over a one-week period during the third week of each school term. The monitoring shall take place at the school drop-off zone and project driveways, at the school's expense.

The trip cap review period shall be for a minimum of five (5) years, in which time the review must show accomplishment of the trip cap goal reduction for this entire 5-year review period. Should the review show that the trip cap goal was not achieved, the school will have one (1) year to correct its deficiency. If the school cannot achieve the trip cap goal within the corrective year, the school will be required to reduce its enrollment in an amount commensurate with the trip cap and a new five year review period will commence with the following school year.

A full TMMP Plan, and all subsequent TMMP reporting, should be prepared by a licensed Traffic Engineer and submitted to DOT for review. The full TMMP Plan should be submitted to DOT and the Department of City Planning for review and approval, prior to the issuance of any certificate of occupancy.

**F. Construction Impacts**

DOT recommends that a construction work site traffic control plan be submitted to DOT's Western District Office for review and approval prior to the start of any construction work. The plan should show the location of any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that construction related traffic be restricted to commuting off-peak hours, as well as school off-peak hours when school is in session.

Pursuant to Section 8.A of the WLA TIMP, an applicant or any other interested person adversely affected by the proposed Project who disputes any determination made by DOT pursuant to this Ordinance may appeal to the General Manager of DOT. This appeal must be filed within a 15 day period following the applicant's receipt date of this letter of determination. The appeal shall set forth specifically the basis of the appeal and the reasons why the determination should be reversed or modified.

If you have any questions, please feel free to call Hui Huang of my staff or me at (213) 485-1062.

MB:hmh

Attachments

c: Whitney Blumenfeld, Paul Backstrom, Len Nguyen, Eleventh Council District  
Ron Hirsch, Hirsch/Green  
David Weintraub, DCP  
Michael Patonai, BOE  
Jay Kim, Sean Haeri, Michael May (Western District), DOT

**ATTACHMENT A**  
**875-student charter school project at 1905 Armacost Avenue**

**Trip Generation Estimates**



**Table 2**  
**Project Trip Generation**

Size/Use	Daily	Morning School Arrival Period <sup>[1]</sup>			Afternoon School Dismissal Period <sup>[2]</sup>		
		In	Out	Total	In	Out	Total
<u>Proposed Uses</u>							
375 -student Middle School (Grades 6 - 8)	930	213	136	349	92	126	218
500 -student High School (Grades 9 - 12)	1,240	284	181	465	122	168	290
Subtotal School Trips	2,170	497	317	814	214	294	508
<u>Less Existing Uses (Removed)</u>							
49,980 sq. ft. Warehouse Building (vacant)	-- n/a --	----- n/a -----			----- n/a -----		
<b>Total Net New Project Trips</b>	<b>2,170</b>	<b>497</b>	<b>317</b>	<b>814</b>	<b>214</b>	<b>294</b>	<b>508</b>
<u>Existing Students Relocated to Proposed Site</u>							
340 -student Middle School (Grades 6 - 8) <sup>[3]</sup>	843	193	123	316	83	114	197

Notes:

[1] Peak morning arrivals for high school occur between 7:00 and 8:00 AM; for middle school between 8:00 and 9:00 AM.

[2] Peak afternoon dismissals for both high school and middle school occur between 2:45 and 3:45 PM.

[3] Existing school located at 11625 W. Pico Boulevard. Some of these trips already exist at the selected study intersections.

**ATTACHMENT B**  
**875-student charter school project at 1905 Armacost Avenue**

Summary of Volume to Capacity Ratios (V/C) and Levels of Service (LOS)

**Table 8**  
**Critical Movement Analysis Summary**  
**Existing (2011) and Future (2015) Without and With Project Conditions**

Int. No.	Intersection	Peak Hour <sup>[2]</sup>	Year 2011 Conditions					Year 2015 Conditions				
			Existing (No Project)		Existing With Project			Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact
1	Bundy Drive and Santa Monica Boulevard/Ohio Avenue <sup>[1]</sup>	AM - High School	0.489	A	0.495	A	0.006	0.555	A	0.561	A	0.006
		AM - Middle School	0.625	B	0.641	B	0.016	0.689	B	0.689	B	0.000
		School PM	0.681	B	0.681	B	0.000	0.765	C	0.765	C	0.000
2	Bundy Drive and Idaho Avenue	AM - High School	0.439	A	0.445	A	0.006	0.464	A	0.471	A	0.007
		AM - Middle School	0.657	B	0.672	B	0.015	0.693	B	0.709	C	0.016
		School PM	0.615	B	0.631	B	0.016	0.654	B	0.670	B	0.016
3	Bundy Drive and Missouri Avenue	AM - High School	0.367	A	0.483	A	0.116	0.391	A	0.506	A	0.115
		AM - Middle School	0.469	A	0.556	A	0.087	0.498	A	0.585	A	0.087
		School PM	0.540	A	0.627	B	0.087	0.577	A	0.664	B	0.087
4	Bundy Drive and La Grange Avenue	AM - High School	0.390	A	0.503	A	0.113	0.413	A	0.526	A	0.113
		AM - Middle School	0.537	A	0.621	B	0.084	0.568	A	0.653	B	0.085
		School PM	0.617	B	0.733	C	0.116 *	0.658	B	0.775	C	0.117 *
5	Bundy Drive and Olympic Boulevard	AM - High School	0.622	B	0.668	B	0.046	0.681	B	0.726	C	0.045 *
		AM - Middle School	0.925	E	0.960	E	0.035 *	1.027	F	1.062	F	0.035 *
		School PM	0.820	D	0.856	D	0.036 *	0.904	E	0.937	E	0.033 *
6	Bundy Drive and Pico Boulevard	AM - High School	0.821	D	0.859	D	0.038 *	0.888	D	0.926	E	0.038 *
		AM - Middle School	0.947	E	0.969	E	0.022 *	1.049	F	1.069	F	0.020 *
		School PM	0.980	E	1.005	F	0.025 *	1.127	F	1.152	F	0.025 *
7	Bundy Drive and I-10 EB On-Ramp	AM - High School	0.558	A	0.575	A	0.017	0.589	A	0.607	B	0.018
		AM - Middle School	0.731	C	0.751	C	0.020	0.795	C	0.816	D	0.021 *
		School PM	0.666	B	0.702	C	0.036	0.715	C	0.751	C	0.036
8	Barrington Avenue and Santa Monica Boulevard	AM - High School	0.591	A	0.599	A	0.008	0.679	B	0.688	B	0.009
		AM - Middle School	0.690	B	0.694	B	0.004	0.783	C	0.790	C	0.007
		School PM	0.645	B	0.650	B	0.005	0.737	C	0.742	C	0.005



**Table 8 (continued)**  
**Critical Movement Analysis Summary**  
**Existing (2011) and Future (2015) Without and With Project Conditions**

Int. No.	Intersection	Peak Hour <sup>[2]</sup>	Year 2011 Conditions					Year 2015 Conditions				
			Existing (No Project)		Existing With Project			Without Project		With Project		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	CMA	LOS	Impact
9	Barrington Avenue and Nebraska Avenue	AM - High School	0.525	A	0.541	A	0.016	0.561	A	0.578	A	0.017
		AM - Middle School	0.562	A	0.575	A	0.013	0.605	B	0.617	B	0.012
		School PM	0.693	B	0.721	C	0.028	0.751	C	0.779	C	0.028
10	Barrington Avenue and La Grange Avenue	AM - High School	0.536	A	0.536	A	0.000	0.573	A	0.573	A	0.000
		AM - Middle School	0.627	B	0.627	B	0.000	0.673	B	0.673	B	0.000
		School PM	0.645	B	0.693	B	0.048	0.696	B	0.743	C	0.047 *
11	Barrington Avenue and Mississippi Avenue	AM - High School	0.574	A	0.592	A	0.018	0.613	B	0.631	B	0.018
		AM - Middle School	0.708	C	0.740	C	0.032	0.756	C	0.788	C	0.032
		School PM	0.758	C	0.836	D	0.078 *	0.812	D	0.890	D	0.078 *
12	Barrington Avenue and Olympic Boulevard	AM - High School	0.661	B	0.697	B	0.036	0.719	C	0.756	C	0.037
		AM - Middle School	0.893	D	0.920	E	0.027 *	0.968	E	0.995	E	0.027 *
		School PM	0.724	C	0.763	C	0.039	0.811	D	0.850	D	0.039 *
13	Barrington Avenue and Pico Boulevard	AM - High School	0.699	B	0.729	C	0.030	0.759	C	0.789	C	0.030
		AM - Middle School	0.798	C	0.819	D	0.021 *	0.869	D	0.891	D	0.022 *
		School PM	0.685	B	0.703	C	0.018	0.791	C	0.809	D	0.018
14	Sawtelle Boulevard and Olympic Boulevard	AM - High School	1.058	F	1.068	F	0.010 *	1.147	F	1.158	F	0.011 *
		AM - Middle School	1.367	F	1.373	F	0.006	1.478	F	1.484	F	0.006
		School PM	0.880	D	0.894	D	0.014	0.985	E	0.999	E	0.014 *

**Notes:**

[1] Intersections of Bundy Drive and Santa Monica Boulevard and Bundy Drive and Ohio Avenue analyzed as a single location, per LADOT.

[2] "AM - High School" represents 7:00 to 8:00 AM; "AM - Middle School" represents 8:00 to 9:00 AM; "School PM" represents 2:45 to 3:45 PM.

"\*" Indicates significant impact per LADOT *Traffic Study Policies and Procedures*, August 2011.

**Table 12(a)**  
**Critical Movement Analysis Summary**  
**Existing (2011) Without, With Project, and With Mitigation Conditions**

Int. No.	Intersection	Peak Hour <sup>[1]</sup>	Existing (No Project)		Existing With Project			With Project Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
4	Bundy Drive and La Grange Avenue	AM - H. S.	0.390	A	0.503	A	0.113	0.426	A	0.036
		AM - M. S.	0.537	A	0.621	B	0.084	0.558	A	0.021
		School PM	0.617	B	0.733	C	0.116 *	0.646	B	0.029
5	Bundy Drive and Olympic Boulevard	AM - H. S.	0.622	B	0.668	B	0.046	0.638	B	0.016
		AM - M. S.	0.925	E	0.960	E	0.035 *	0.934	E	0.009
		School PM	0.820	D	0.856	D	0.036 *	0.830	D	0.010
6	Bundy Drive and Pico Boulevard	AM - H. S.	0.821	D	0.859	D	0.038 *	0.833	D	0.012
		AM - M. S.	0.947	E	0.969	E	0.022 *	0.953	E	0.006
		School PM	0.980	E	1.005	F	0.025 *	0.986	E	0.006
11	Barrington Avenue and Mississippi Avenue	AM - H. S.	0.574	A	0.592	A	0.018	0.580	A	0.006
		AM - M. S.	0.708	C	0.740	C	0.032	0.713	C	0.005
		School PM	0.758	C	0.836	D	0.078 *	0.777	C	0.019
12	Olympic Boulevard and Barrington Avenue	AM - H. S.	0.661	B	0.697	B	0.036	0.602	B	-0.059
		AM - M. S.	0.893	D	0.920	E	0.027 *	0.879	D	-0.014
		School PM	0.724	C	0.763	C	0.039	0.734	C	0.010
13	Barrington Avenue and Pico Boulevard	AM - H. S.	0.699	B	0.729	C	0.030	0.709	C	0.010
		AM - M. S.	0.798	C	0.819	D	0.021 *	0.803	D	0.005
		School PM	0.685	B	0.703	C	0.018	0.689	B	0.004
14	Olympic Boulevard and Sawtelle Boulevard	AM - H. S.	1.058	F	1.068	F	0.010 *	0.977	E	-0.081
		AM - M. S.	1.367	F	1.373	F	0.006	1.368	F	0.001
		School PM	0.880	D	0.894	D	0.014	0.884	D	0.004

**Notes:**

[1] "AM - H. S." represents 7:00 to 8:00 AM; "AM - M. S." represents 8:00 to 9:00 AM; "School PM" represents 2:45 to 3:45 PM.

"\*" Indicates significant impact per LADOT *Traffic Study Policies and Procedures*, August 2011.

**Table 12(b)**  
**Critical Movement Analysis Summary**  
**Future (2015) Without, With Project, and With Mitigation Conditions**

Int. No.	Intersection	Peak Hour <sup>[1]</sup>	Without Project		With Project			With Project Plus Mitigation		
			CMA	LOS	CMA	LOS	Impact	CMA	LOS	Impact
4	Bundy Drive and La Grange Avenue	AM - H. S.	0.413	A	0.526	A	0.113	0.449	A	0.036
		AM - M. S.	0.568	A	0.653	B	0.085	0.589	A	0.021
		School PM	0.658	B	0.775	C	0.117 *	0.687	B	0.029
5	Bundy Drive and Olympic Boulevard	AM - H. S.	0.681	B	0.726	C	0.045 *	0.695	B	0.014
		AM - M. S.	1.027	F	1.062	F	0.035 *	1.036	F	0.009
		School PM	0.904	E	0.937	E	0.033 *	0.911	E	0.007
6	Bundy Drive and Pico Boulevard	AM - H. S.	0.888	D	0.926	E	0.038 *	0.899	D	0.011
		AM - M. S.	1.049	F	1.069	F	0.020 *	1.054	F	0.005
		School PM	1.127	F	1.152	F	0.025 *	1.133	F	0.006
7	Bundy Drive and I-10 EB On-Ramp	AM - H. S.	0.589	A	0.607	B	0.018	0.595	A	0.006
		AM - M. S.	0.795	C	0.816	D	0.021 *	0.801	D	0.006
		School PM	0.715	C	0.751	C	0.036	0.724	C	0.009
10	Barrington Avenue and La Grange Avenue	AM - H. S.	0.573	A	0.573	A	0.000	0.573	A	0.000
		AM - M. S.	0.673	B	0.673	B	0.000	0.673	B	0.000
		School PM	0.696	B	0.743	C	0.047 *	0.707	C	0.011
11	Barrington Avenue and Mississippi Avenue	AM - H. S.	0.613	B	0.631	B	0.018	0.619	B	0.006
		AM - M. S.	0.756	C	0.788	C	0.032	0.761	C	0.005
		School PM	0.812	D	0.890	D	0.078 *	0.831	D	0.019
12	Barrington Avenue and Olympic Boulevard	AM - H. S.	0.719	C	0.756	C	0.037	0.731	C	0.012
		AM - M. S.	0.968	E	0.995	E	0.027 *	0.975	E	0.007
		School PM	0.811	D	0.850	D	0.039 *	0.821	D	0.010
13	Barrington Avenue and Pico Boulevard	AM - H. S.	0.759	C	0.789	C	0.030	0.769	C	0.010
		AM - M. S.	0.869	D	0.891	D	0.022 *	0.875	D	0.006
		School PM	0.791	C	0.809	D	0.018	0.795	C	0.004
14	Sawtelle Boulevard and Olympic Boulevard	AM - H. S.	1.147	F	1.158	F	0.011 *	1.151	F	0.004
		AM - M. S.	1.478	F	1.484	F	0.006	1.480	F	0.002
		School PM	0.985	E	0.999	E	0.014 *	0.989	E	0.004

**Notes:**

[1] "AM - H. S." represents 7:00 to 8:00 AM; "AM - M. S." represents 8:00 to 9:00 AM; "School PM" represents 2:45 to 3:45 PM.

\*\*\* Indicates significant impact per LADOT Traffic Study Policies and Procedures, August 2011.



**ATTACHMENT C**  
**875-student charter school project at 1905 Armacost Avenue**

**Summary of Average Daily Traffic (ADT) Volume**

**Table 11**  
**Local/Neighborhood Street Traffic Impact Analysis Summary**  
**Existing (2011) and Future (2015) Average Daily Traffic Volumes**

<b>Street Segment</b>	<b>Existing (2011)</b>				<b>Future (2015)</b>		
	<b>Existing</b>	<b>Project Traffic *</b>	<b>With Project</b>	<b>Percent Increase</b>	<b>Without Project</b>	<b>With Project</b>	<b>Percent Increase</b>
Missouri Avenue, E/o Westgate Avenue	3,082	271	3,353	8.8%	3,207	3,478	8.5%
La Grange Avenue, E/o Westgate Avenue	4,275	33	4,308	0.8%	4,449	4,482	0.7%

\* Note:

Includes both high school and middle school components, and is the same for both "Existing" and "Future" conditions.

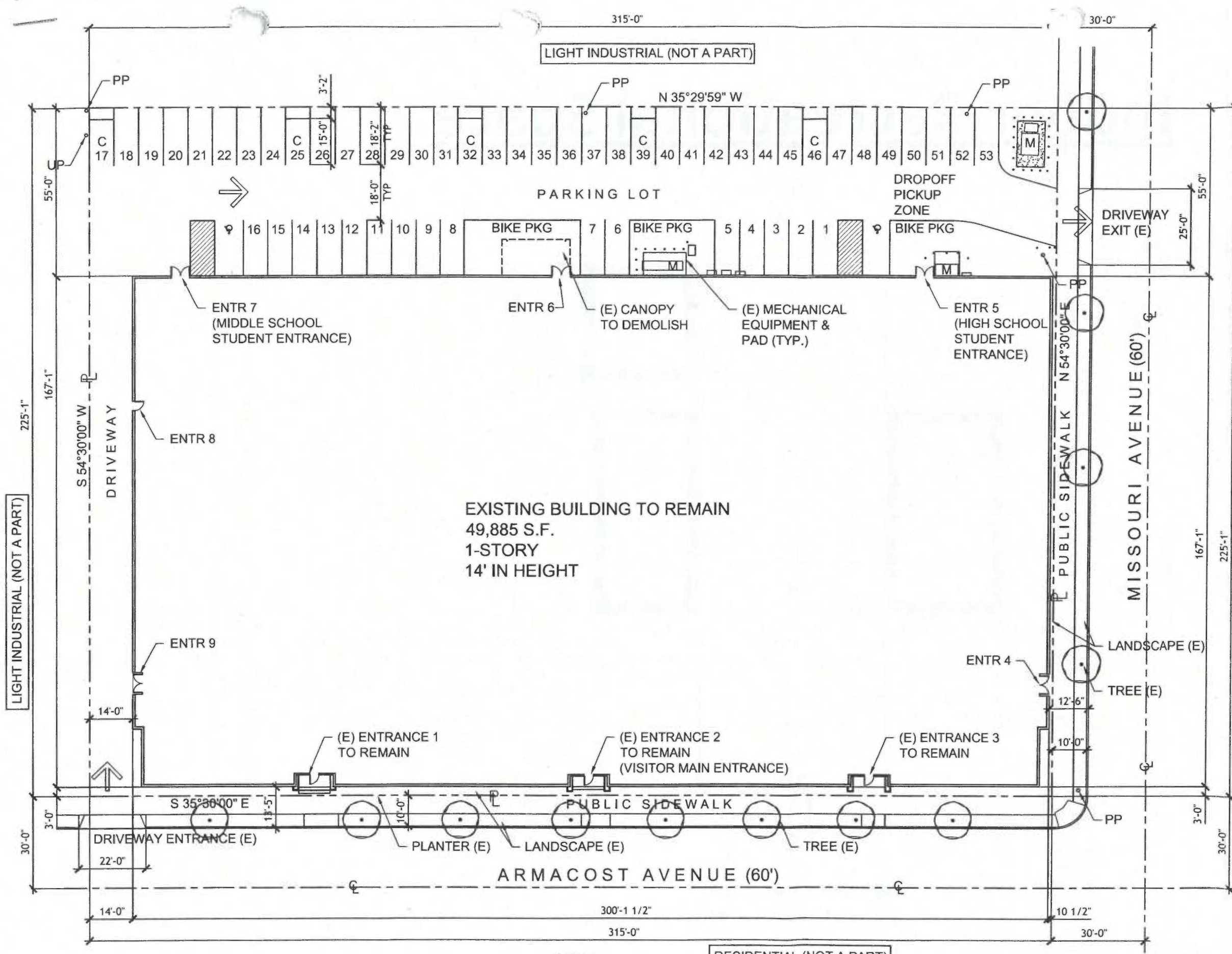
**Table 13**  
**Local/Neighborhood Street Traffic Impact Analysis Summary**  
**Existing (2011) and Future (2015) "With Mitigation" Average Daily Traffic Volumes**

<b>Street Segment</b>	<b>Existing (2011)</b>				<b>Future (2015)</b>		
	<b>Existing</b>	<b>Project Traffic *</b>	<b>With Project</b>	<b>Percent Increase</b>	<b>Without Project</b>	<b>With Project</b>	<b>Percent Increase</b>
Missouri Avenue, E/o Westgate Avenue	3,082	74	3,156	2.4%	3,207	3,281	2.3%

\* Note:

Includes recommended TDM program trip reductions, and is the same for both "Existing" and "Future" conditions.





# 1 PLOT PLAN PROPOSED NEW WEST CHARTER SCHOOL



Scale: 1/32"=1'-0"  
0' 8' 16' 32'  
Date: 07/27/11

**PROJECT . RE:** **EXHIBIT E**  
1905 S Armacost Avenue  
Los Angeles, CA 90025  
CPC-2011-1923-CU-SPR-PA1

**LEGAL DESCRIPTION**  
Tract Pacific Farms Block BLK 24 Lot PT  
Arb 2 APN 4259-020-005 PIN No. 123B149235  
per Map MB1-43/44 Map Sheet 123B149

**PROJECT DESCRIPTION**  
Tenant Improvements of Existing One-Story  
Building for Proposed Charter School, Grades 6-12

**ZONING**  
M2-1  
General Plan Land Use Designation: Light Industrial

**CONSTRUCTION TYPE**  
Type V

**OCCUPANCY**  
E

**LOT AREA (PER SURVEY)**  
70,903 s.f. (1.62 Acre)

**FLOOR AREA**  
Existing Building Square Footage 49,885 s.f.  
Permitted FAR=1.5 to 1 (106,354.5 s.f.)  
Proposed FAR=0.7 to 1 (49,885 s.f.)

**HEIGHT**  
Permitted Height No Limit  
Existing/Proposed Building Height 14 feet

**SETBACK**  
Required None

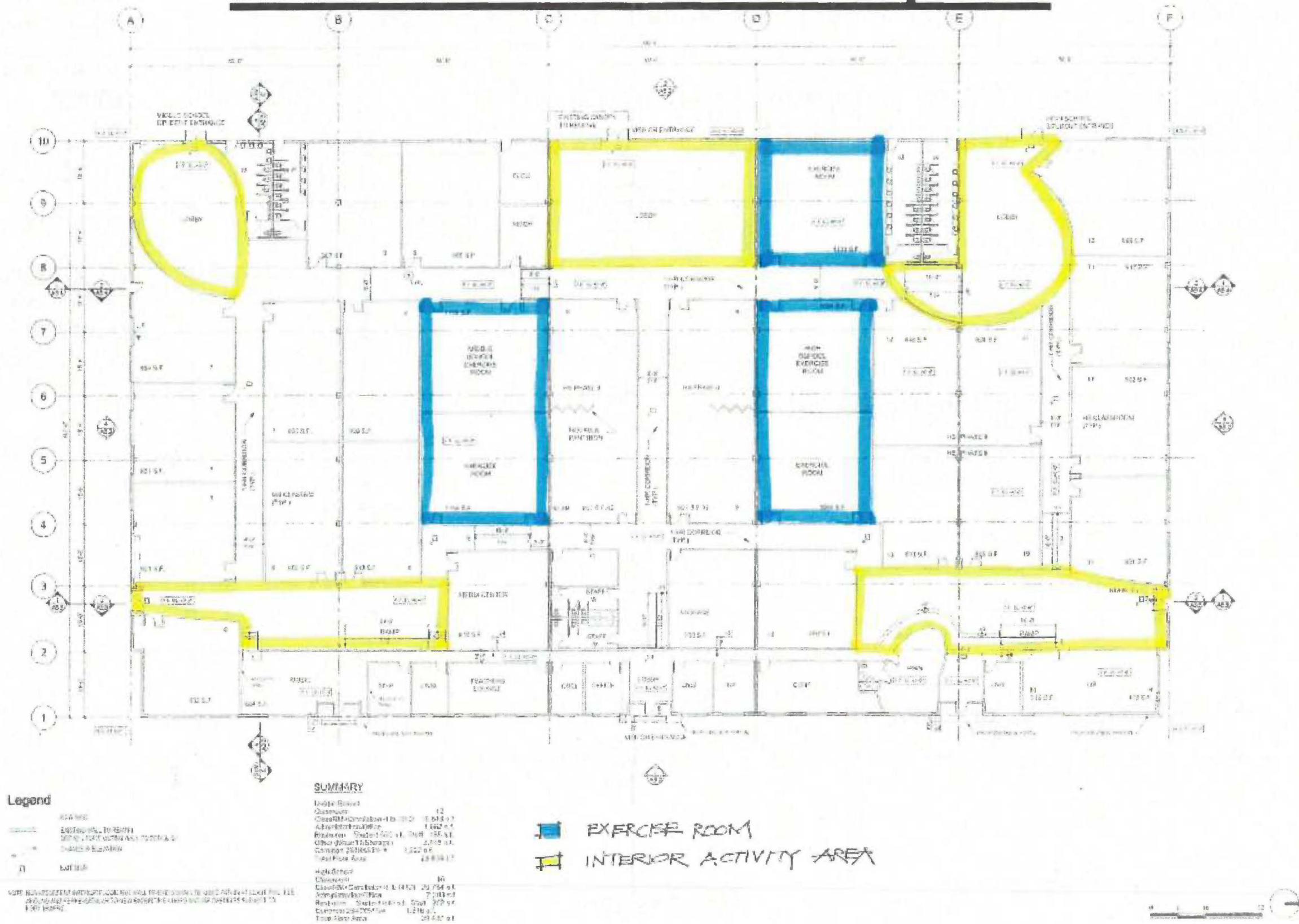
**PARKING**  
Parking Required 53 spaces (as-is) + 2 H  
Existing Parking Provided 53 spaces (as-is) + 2 H

**PROJECT DIRECTORY**  
Project Owner  
McRoskey Armacost Real Estate Operating Co. LLC  
P.O. Box 754  
Del Mar, CA 92014  
Project Applicant  
New West Charter School  
11625 Pico Boulevard  
Los Angeles, CA 90064  
Contact: Dr. Sharon Weir (310)943-5440  
Architect  
Jennifer Wen Architecture  
705 San Vicente Boulevard  
Santa Monica, CA 90402  
Contact: Jennifer Wen, AIA (310)393-1056  
Land Use Consultant  
Craig Lawson & Co., LLC  
8758 Venice Boulevard, Suite 200  
Los Angeles, CA 90034  
Contact: Jessica Pakdaman (310)838-2400X113

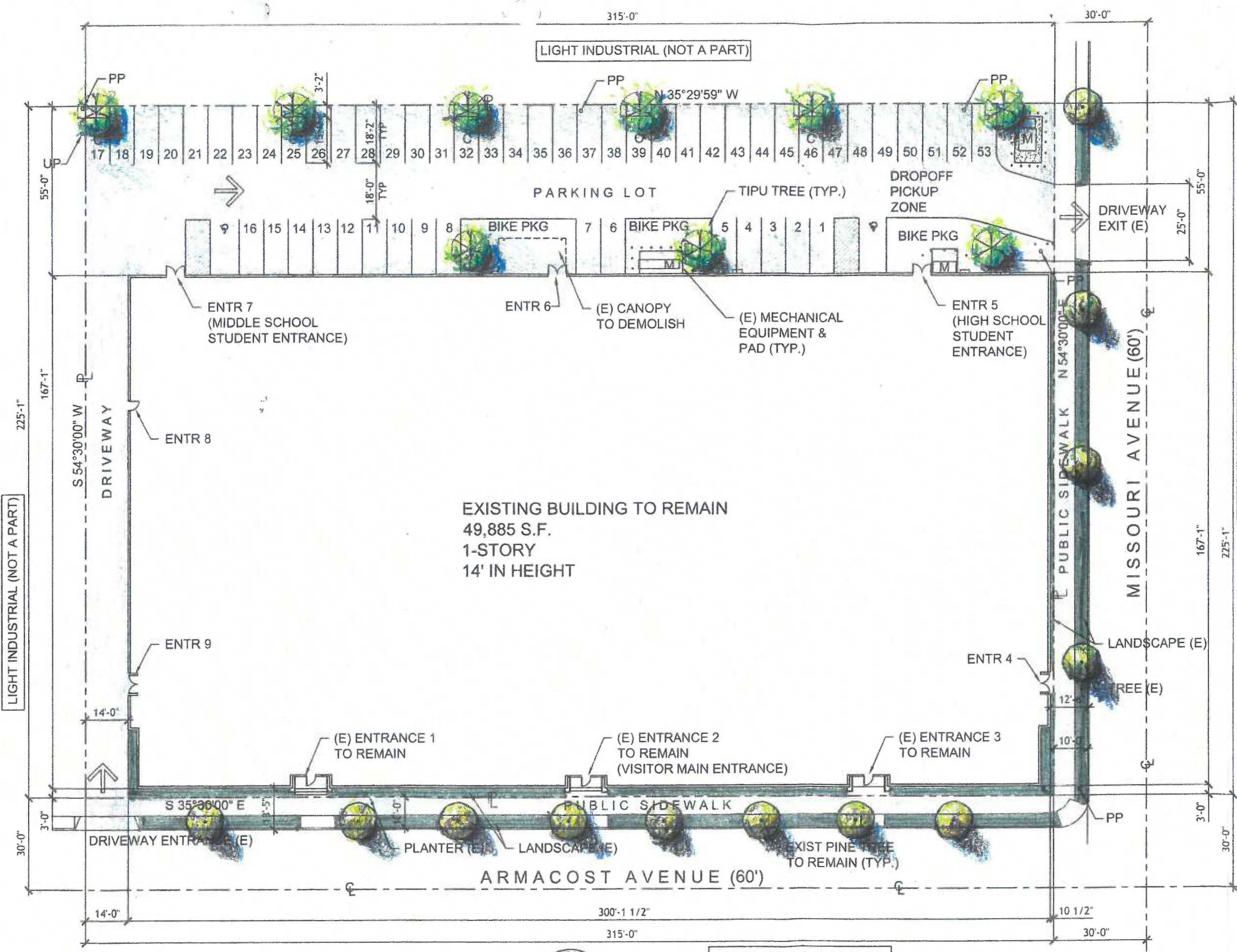
EXHIBIT C



## Indoor Recreational Space







# 3 LANDSCAPING PLAN

## PROPOSED NEW WEST CHARTER SCHOOL



RESIDENTIAL (NOT A PART)

Scale: 1/32"=1'-0"  
0' 8' 16' 32'  
Date: 07/27/11

### PROJECT ADDRESS

1905 S Armacost Avenue  
Los Angeles, CA 90025

### LEGAL DESCRIPTION

Tract Pacific Farms Block BLK 24 Lot PT  
Arb 2 APN 4259-020-005 PIN No. 123B149235  
per Map MB1-43/44 Map Sheet 123B149

### PROJECT DESCRIPTION

Tenant Improvements of Existing One-Story  
Building for Proposed Charter School, Grades 6-12

### ZONING

M2-1  
General Plan Land Use Designation: Light Industrial

### CONSTRUCTION TYPE

Type V

### OCCUPANCY

E

### LOT AREA (PER SURVEY)

70,903 s.f. (1.62 Acre)  
Landscaping 2,198 s.f. (3.1%)  
Paving 18,789 s.f. (26.5%)

### HEIGHT

Permitted Height No Limit  
Existing/Proposed Building Height 14 feet

### SETBACK

Required None

### TREE REPORT

	Box	Tree Species	Q
1	24"	Tipu Tree (Proposed)	9
2	N/A	Pine Tree (Existing to Remain)	12

Note: Project involves no LAMC 17.02 protected trees.

### PROJECT DIRECTORY

Project Owner  
McRoskey Armacost Real Estate Operating Co. LLC  
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